TWO CORDLESS ACTIVATING CHARGERS ACTUATING ONE ANOTHER ABOUT VEHICLES AND PERFORMING THE ACTIVATION OF OTHER DEVICES ALSO

CROSS-REFERENCE TO RELATED APPLICATIONS

[0001] This application is a continuation-in-part of application serial number **09/503,919,** filed on February **11, 2000,** now abandoned which is a continuation-in-part of application serial number **08/980,485** filed on November **28,1997** now abandoned and application serial number **08/390,484** filed on February, **17, 1995,** now abandoned.

BACKGROUND OF THE INVENTION

[0002] 1. Field of the Invention

The present invention relates to energy and specifically to public utilities, vehicles, computers, televisions, refrigerators, electric ranges, air conditioners, motorized-wheelchairs, backup systems for the **Patent Office (PTO)** even Hospitals, houses, condominiums, Banks, Generating Stations, or Substations. The above **Cordless Activating Energy (CAE),** however, can save thousands of dollars yearly in maintenance cost for **U.S.** organizations. While safety and environmental concerns each of which is an important issue, a **CAE Electric powered locomotive** will provide **CAE** concerning its load. On earth, only one nation will be generating **Giant CAE Systems,** namely, **THE UNITED STATES OF AMERICA.**

[0003] 2. Description of the Prior Art

[0004] **Two Cordless Actuating Battery Systems** actuating one another, and performing the activation on other devices each of which is a revolutionary 21st. Century reality, such that **AMERICA** will not have to depend on foreign oil.

SUMMARY OF THE INVENTION

[0005] Accordingly, one object about this present invention is to provide dual cordless activating chargers for vehicles such as, Automobiles, Trucks, tractors, "Motorboats," ships, Aircrafts, Buses, Motorcycles, Scooters, Forklifts, Electric Jacks, Fire Fighting Apparatuses and Snow Removal Equipment.

[0006] Nevertheless, to accomplish the foregoing, and other objects, two cordless battery chargers actuating one another in a vehicle, other vehicles and performing the actuation in other devices comprises: dual conventional battery chargers, a first 2.5A battery charger defining 96 percent efficiency, a second 2.5A charger having the 96 percent efficiency also, a first switch, thereby, mounted about the first charger for placement of a user's finger, there actuated by depressing a surface, and a second switch activated, when the surface is, thereby depressed: activating the first, and second chargers simultaneously, the first and second switches in a column of the vehicle also, a buck-mode switching regulator IC1 thereby controlling the first and second switches; the IC1 having a charge pump for including a positive gate-drive voltage of the first and second switches, a battery charging current by way of a voltage across a 25-Mohms resistor (R3), and is amplified via an op amp including positive-voltage feedback to the IC1, a chip for maintaining the charging current at 2.5-A, a circuit for supplying the current to a separate load up to a limit set by a current-sense transformer T1 and a sense resistor R1 for improving efficiency, thereby lowering power dissipation in the resistor R1 when charging. The transformer T1 turns ratio (1:70) routes 1/70 via the total battery-plus-load current about the resistor R1. The transformer T1 defining the feedback voltage to enable the IC1 to limit the overall current to a level compatible with the external components, which is a 100mV current-limit threshold.

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[0007] According to another object regarding the invention, a pair of cordless battery operated actuating chargers activating one another in a vehicle, other vehicles, and thereby performing the activation of many devices comprises: a first charger actuating a second charger whereby the second charger performing the activation about the first charger, when a surface about a first, and second power switch is depressed, a first DC-AC converter for changing DC current to alternating current, a second DC-AC converter for fixing the DC current to the alternating current, a first AC adaptor, thereby coupling the first charger to the second converter, a second AC adaptor for coupling the second charger to the first converter, when the first and second chargers thereby including full charged energy: activating one another by the first and second switches, a first battery cartridge for renewing life of a first battery, a second battery cartridge for restoring the life of a second battery, a first six cell feeder having six penetrable seals for conveying an ionic conductor, where upon penetration, six battery cells are renewed to the first battery, a second six cell feeder about six penetrable seals for bearing the ionic conductor, where upon penetration, six battery cells are replenished about the second battery. The vehicle having a motor mounted adjacent the first and second chargers. The motor having a polarized plug. The first and second chargers performing the activation of the motor, when the plug is connected to the first converter. The first and second chargers performing the actuation about the motor and starting the vehicle. The batteries are connected to an alternator for its belt and pulley to spin 60 cps/60 Hz by way of the motor. The first, and second chargers performing the activation of the motor, and thereby activating one another. The first and second chargers performing the actuation about one another when the motor is thereby turned off. The first and second chargers, thereby, activate the other vehicles in the air, upon earth, and in the water. The first and second chargers performing the actuation about the other devices in

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homes, condominiums, Hospitals, housings, Air Ports, offices and Generating Stations/Substations. The first, and second chargers actuating computers, televisions and refrigerators. The first and second chargers activating cordless escalators at Air Ports. The first and second chargers activating snow removal machines, fire trucks and electric wheelchairs. The first and second chargers, thereby performing the activation of satellites, and systems for interception of missals. The first, and second chargers connected through series-parallel are equal to the sum of the power values consumed about each load. The cartridges having a **LED,** and resistors to actuate a first and second gear motor, the life is restored when the gear motors free the ionic conductors. The first and second chargers activate backup systems for, thereby preventing the loss of data regarding computers under fault conditions.

BRIEF DESCRIPTION OF THE DRAWINGS

[0008] Further objects and advantages given herewith of the present invention will become apparent via the drawings, and the preferred embodiments concerning the description herein.

[0009] FIG. 1 is a view of two cordless activating chargers actuating one another, and activating other devices as well;

[0010] FIG. 2 is a block diagram simplifying the first **2.5A** cordless activating charger;

[0011] FIG. 3 is a block diagram simplifying the other **2.5A** cordless activating charger;

[0012] FIG. 4 is a perspective view of an electric vehicle, and a polarized plug connected to a first converter;

[0013] FIG. 5 is a cut surface of a first battery cartridge and its six cell feeder for distributing restorable agents;

[0014] FIG. 6 is a cut surface of a second cartridge having its six cell feeder for distributing restorable agents also;

[0015] FIGS. 7, 7F, 7G, 7H have a block diagram of a light-actuated circuit, a **LED 0,** a load circuit and an alternator;

[0016] FIGS. 8-8G are views about an air conditioner and an

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electric range connected with the cordless actuating system;

[0017] FIG. 9 is a block diagram defining a PWM Controller;

[0018] FIGS. 10-10G define a view of a television connected with the charging system, and a block diagram via a Circuit;

[0019] FIG. 11 is a view of a computer comprising a printer each of which is connected to the cordless actuating system;

[0020] FIGS. 12-12G are block diagrams of a modal including two switches and the activating system.

DESCRIPTION OF THE PREFERRED EMBODIMENTS

[0021] Referring to FIG. 1, dual conventional 2.5-A battery chargers H1 to H2 charges one another, as two LEDs Ra and Rb emit light about the chargers H1-H2. The charger H1 defines a battery B1, and the charger H2 includes a battery B2 about the 2.5 A activating circuits H1-H2 shown in FIGS. 2-3. The chargers H1-H2 deliver 2.5 A with efficiency, as high, as 96 percent, since battery chargers are usually designed without regard for efficiency, seeing that the heat generated by low efficiency chargers will present a problem. A heat current-mode P.W.M. controller is a multi-input open-loop comparator that sums three signals: output voltage error signal via the reference voltage, current-sense signal, and slope compensation ramp (FIG. 9). The PWM controller is a direct summing, thereby lacking a traditional error amplifier, and the phase shift associated with it. The direct summing configuration, however, approaches the ideal of cycle-by-cycle control over the output voltage.

[0022] Under heavy loads, this controller operates via full PWM mode. Thus, each pulse from an oscillator sets the main PWM latch, which turns on its high-side switch for a period, thereby, determined via the duty factor (approximately VOUT/ VIN). Since the high-switch turns off, a synchronous recti-fier latch is now set. 60ns later its low-side switch turns on, and stays on until the beginning of the next clock cycle (via continuous mode), or until its inductor current crosses

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zero (in discontinuous mode). Under fault conditions, where the inductor current, thereby, exceeds a 100mV current-limit threshold, the high-side latch resets, whereby the high-side switch turns off. As one charger H1 can charge a battery of one to six cells N2-N7, by operating from a vehicle battery, these chargers H1-H2 can charge their batteries B1-B2, while operating from an electric vehicle and not exceed the 100mV.

[0023] Further, the charger H1 having a DC-AC converter V1, which defines a plug P1 to fit an output outlet O1 about the charger H1. A DC-AC converter V2 has a plug P2 in an output outlet O2 upon the charger H2. This system causes each 12 V battery B1 to B2 to charge one another by a battery-charging current, which develops a voltage across a 25-Mohms resistor R3 (FIGS. 2-3). Now, an AC adapter A1 fits a charger jack 1 by a mail plug M1 upon the charger H1. As the adapter portion A1 plugs in the converter V2, the charger H2 now outputs current that chargers the battery B1. This is accomplished, only when an AC adapter A2 fits a charger jack C by use of a plug M2 on the charger H2, since the adapter A2 plugs in the converter V1. As the charger H1 is charging the battery B2, the output outlet O1 upon the charger H1 outputs 12V DC current which the converter V1 converts to alternating current. The current flows through this adapter A2, its lead, and the plug M2 via the charger jack C. This charges the battery B2 whereby, the charger H2 is likewise charging battery B1.

[0024] Referring to FIGS. 12-12G, two switches 7a to 8a are in FIG. 7F for actuating a motor M of a vehicle. A controller 60 of the vehicle has a CPU 90 for actuating each switch 7a-8a as two transistors Q3-Q4 are triggered. A coil of two relays Y and MR each of which is hot, as the transistors Q3-Q4 are triggered. Three coils 44 to 46 of actuators are for turning on the chargers H1 and H2, so that two resistors R6-R7 are provided, and the LEDs Ra-Rb emit light.

[0025] As each switch 7a-8a is joined to the CPU 90, a user can actuate the switches 7a-8a, and at the same time turn on the chargers H1-H2 simultaneously. Now, this will cause the

motor M to be turned on, also, seeing that the transistor Q4 is for actuating the motor M. Besides, the transistor Q4 is engineered to turn on the motor M when the foundation of the transistors Q3-Q4 are, thereby, connected to the output terminals of the CPU 90. The collector of the transistor Q3 is connected to the hot coil of the relay Y, and to a collector bias source Vcc about the CPU 90. The emitter regarding the transistor Q3 is grounded, as an end of the coils 44, and 45 of actuators for activating the charger H2 is connected to a lead of the collector bias source Vcc, the other end is thus grounded through the relay Y with respect to its switch 8a.

[0026] When the transistor Q3 is activated, the coil of the relay Y is hot, such that electric current flows through the coils 44-45 which turns on the charger H2 as each switch 7a-8a is activated via a user. The collector of the transistor Q4 is connected to the coil of the relay MR, and to the collector bias source Vcc. The emitter of the transistor Q3 is grounded and one lead of the coil 46 of actuator for causing the motor M to be turned on is coupled to the collector bias source Vcc, while the other leads are grounded using the relay MR. The LEDs Ra-Rb are connected via the collector bias source Vcc, and the other leads are grounded through the relay MR. Since the transistor Q4 is turned on by a user, the coil via the relay MR is hot, so that electric current flows through the coil 46, and the LEDs Ra-Rb. The motor M is now turned on, as each switch 7a-8a is actuated by a legal user. A surface upon the switches 7a, 8a turns on the chargers H1-H2 shown in FIG. 12, as the surface is depressed via a user.

[0027] Referring to FIGS. 2, 3 and 4, the activating system is located beneath a hood H of the vehicle. The charger H1, and its battery B1 fit in a battery box B, as the charger H2 and its battery B2 fit a battery box B3. A Polarized plug Z connecting the motor M is plugged in the DC-AC converter V1. Besides, the embodiment about the Cordless Activating System is so that an alternator XX of the vehicle is conventionally coupled about the batteries B1-B2 (FIG. 7H). An alternating

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voltage reverses its polarity on each alternation and rever-
ses its direction of flow on each alternation. Nonetheless,
the frequency via an **AC** voltage, or current is its number of
cycles per second. For example, electricity generated about
public utility companies in the **United States** incorporates a
frequency of **60** cycles per second **(60 Hz)**. The motor **M** will
cause an alternator belt and its pulley to rotate according-
ly, regarding the above modification. The alternator **XX** can
supply **AC** current to the batteries **B1-B2**, while the chargers
H1-H2 are charging one another. Besides, the chargers **H1-H2**
are defined by the **PWM mode**. This prevents the chargers **H1-
H2** from overheating when charging one another, and supplying
AC current to a separate load, namely, the motor **M**. Now the
Cordless Activating Chargers H1-H2 perform the activation of
one another, even when the motor **M** is turned off, seeing the
batteries **B1, B2** are fully charged via the alternator **XX**. A
user will not have to charge his/her vehicle as this is time
consuming and annoying. Two skyscrapers defined by two **2.5A**
activating chargers with two giant batteries, two converters
having two adaptors coupling the converters to the chargers,
as set forth above, and a giant generator thus, activated by
a giant motor being turned on. This is accomplished, seeing
the generator belt and pulley are rotated **60 cps/60 Hz**, when
the motor's polarized plug is connected to either outlet via
the giant convertors. Besides, the generator is coupled via
the two batteries. Now, this will cause the two chargers to
operate accordingly, in Generating Stations for transmitting
energy through transmission lines to varies parts of a City.
[0028] A generating station is a plant, where upon electric
energy is generated from some other form of energy by reason
of suitable apparatus, namely, the above **Cordless Activating
Charging System**. Generators are used, which supply voltages
up to **22,000 volts**. Power outputs range up to **125,000 kilo-
volt-amperes (kva)**. Armature speeds range from **10-3600 RPM**.
Moreover, two mini chargers, two mini converters, and a pair
of button cells, **AAA, AA, C** or **D** batteries can actuate wrist

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watches, cordless phones, cell speaker phones, Laptops, CDs, many household appliances, and devices about modification.

[0029] Now referring to FIGS. 2-3, the MAX 796/MAX 797/MAX 799 Step-down Controllers with respect to the present invention, have a Synchronous Rectifier for "CPU POWER," and defined by single or dual outputs in battery-powered systems. IC1 is a buck-mode switching regulator of which controls the external switches 7a-8a, and the synchronous rectifier. Now the rectifier diode in coupled-inductor applications must withstand high flyback voltages better than 60V that usually rules out most Schottky rectifiers. Common silicon rectifiers such as the 1N4001 are prohibited also, since they are far too slow. This causes fast silicon rectifiers, such as the MURS120 the only choice.

[0030] Since IC1 comprises a charge pump for generating the positive gate-drive voltage by 7a and 8a, the battery-charging current develops a voltage across this 25-M ohms resistor9R3) that is amplified by the op amp, thereby presented , as positive-voltage feedback to IC1. This feedback thereby, enables this chip to maintain the charging current at 2.5-A.

[0031] While charging, the circuit can also, supply current to a separate load up to this limit via current-sense transformer T1, and sense resistor R1. T1 improves efficiency by lowering power dissipation in R1. This transformer T1, now, turns ratio (1:70) routes only 1/70 about the total battery-plus-load current via R1, thus creating the feedback voltage enabling IC1 to limit the overall current however to a level compatible with the external components and 100mV Limit. As shown in FIG. 4, a polarized plug Z2 is connected to the converter V2, which lead proceeds from a variable-speed system discussed in the "Broadening paragraph." This variable speed system is defined by a conventional computerized Transmission, which can cause the vehicle to deliver a top speed of 150 m.p.h. Since this vehicle can charge itself while being driven, a user will never have to charge his/her vehicle, or porches "GAS" from a gas station anymore.

[0032] Buck-plus-flyback applications, are sometimes called 'coupled-inductor" topologies, however need a transformer in order to generate multiple output voltages. The basic electrical design is a simple task via calculating turns ratios, and adding the power delivered to the secondary in order to, thus calculate the current-sense resistor and primary inductance. However, extremes of low input-output differentials, widely different output loading levels and high turns ratios

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can thus, complicate the design due to parasitic transformer parameters, such as inter-winding capacitance, and secondary resistance. Power from the main and secondary outputs thus, is lumped together to obtain an equivalent current referred, however to the main output voltage. Set the value about the current-sense resistor at **80mV / TOTAL**.

[0033] PTOTAL = the sum regarding the output power from all outputs TOTAL = PTOTAL / V OUT = the equivalent output current referred to V OUT

$$L \ (Primary) = \frac{V \ OUT \ (V \ N(MAX) - V \ OUT)}{V \ N(MAX) \ X \ f \ X \ TOTAL \ X \ LIR}$$

$$Turns \ Ratio \ N = \frac{V \ SEC + V \ FWD}{V \ OUT(MIN) + V \ RECT + VSENSE}$$

where: V SEC is the minimum required rectified secondary-output voltage

[0034] V is the forward drop across the secondary rectifier

[0035] V out(MIN) is the minimum value of the main output voltage

[0036] V RECT is the on-state voltage drop across the synchronous-rectifier **MOSFET**

[0037] V sense is the voltage drop across the sense resistor

[0038] In positive-output (**MAX796**) applications, the transformer secondary return is often referred to the main output voltage rather than to ground in order to thereby reduce the needed turns ratio. Now in this case, the main output voltage must first be subtracted from the secondary voltage thus to obtain V SEC.

[0039] As a rule, the basic **MAX.797** single-output 3.3V buck converter (**FIG. 10G**) is designed to accommodate a wide range of applications with inputs up to **28V**. While, each of these

circuits is rated for a continuous load current at TA= +85C, varies applications can withstand a continuous output short-circuit to ground. **Heavy-load** efficiency **MAX492/MAX494/MAX-495** can drive capacitive loads in excess of **1000pF**, however, under certain conditions **(FIG. 7G)**. When driving capacitive loads, the greatest potential for instability, thus, occurs, when the op amp is sourcing approximately 100uA. Even, with this system, stability is maintained with up to **400pF** output capacitance. Now, if the output sources either more or less current, stability is increased. These devices perform well with a **1000pF** pure capacitive load, nonetheless, to increase stability, while driving large capacitive loads with respect to **10,000pF**, add an output isolation resistor.

[0040] Output loading and stability when driving heavy cap-acitive loads is another key advantage about comparable **CMOS** rail to rail op amps. Because the **MAX492/MAX494/MAX495** have excellent stability, no isolation resistor is required, only in the most demanding applications is it required. The **MAX-797** is a **BICMOS** switch-mode power-supply controller designed primarily for buck-topology regulators about battery-powered applications, where high efficiency and low quiescent supply current are critical. The **MAX797**, also, works well in other topologies such as boost, inverting and CLK due to the flex-ibility of its floating high-speed gate driver.

[0041] Moreover, the internal **IC PWM** Controller Blocks, and Bias Generator Blocks aren't powered, directly from the bat-tery. Instead, a +5V linear regulator, thus, steps down the battery voltage to supply both the **IC** internal rail **(VLpin)**, as well as the gate drivers. As the synchronous-switch gate driver is directly powered from +5V VL, the high-side-switch gate driver is indirectly powered from VL with respect to an external diode-capacitor boost circuit. Notwithstanding, an automatic bootstrap circuit turns off the +5V linear regula-tor, and powers the IC from its output voltage if the output is above **4.5V**. With respect to modification, chargers H1-H2 will activate an associated system under fault conditions.

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[0042] Referring to FIGS. 5-6, the chargers H1-H2 have dual battery cartridges 98 to 99 for renewing battery life to the batteries B1 and B2. As shown in FIG. 7, a light activating drive circuit Z1 controls a gear motor GM that is positioned in the cartridge 98. The circuit Z1 is also included in the cartridge 99 for activating another gear motor GM, which has a gear MG about a shift 38, and is actuated by a CMOS op amp IC1. Notwithstanding, the IC1 is used as a voltage comparator, which scans the levels of two input voltages, and turns its output on, or off based on, which input voltage is more. The input of pin 2 is fixed to a reference voltage of almost half the supply voltage by R3-R4, when the input on pin 3 is connected to a voltage divider R1, and one potentiometer R2. The resistance about a photocell changes, as the LED O emits light, the light intensity is thereby, indicatively shown by the voltage on pin 3 of IC1. The light level which turns on this circuit is set by R2. The output of pin 6 is turned on via R5, when the voltage about pin 3 of IC1 is more then pin 2. The output of IC1 drives a transistor Q1 so the transistor Q1 turns the gear motor GM on, and off by the op amp.

[0043] As this LED O starts the motor GM, the motor gear MG is rotated clockwise, such, as to rotate an Electrolyte gear EG, and a Sulphuric Acid gear AG counter clockwise. This is performed simultaneously since the gear MG is placed between both gears EG, and AG so that two cone shaped plugs 1M to 2M are rotated upward from two drain holes 59-60. The plugs 1M and 2M are secured, below two helixes 41-42. Two perforated blocks jj, kk have internal-screw threads for receiving each helix 41-42. The gear EG is secured about the helix 41, and the gear AG is secured upon the helix 42. The cartridges 98 and 99 have two tubs, namely, EL and SA. The tubs EL and SA are divided by two walls 4Z-5Z. The wall 4Z includes a plug 6Z in its hole H6, and the wall 5Z defines a plug 7Z, in its hole H7, so that the plug 6Z is connected to the helix 41 by a wire W1, and the plug 7Z is connected to the helix 42 by a wire W2. As a result, when the LED O turns on the motor GM,

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as the gear **MG** is rotated clockwise, the plugs **6Z-7Z** each of which is yanked from the holes **H6-H7** by the wires **W1-W2**. As the plugs **6Z-7Z** are jerked by the wires **W1-W2**, the Sulphuric Acid, and the Electrolyte flow through the walls **4Z-5Z** such that the Electrolyte can dissolve accordingly.

[0044] The nonmetallic electric conductor Electrolyte about which current is carried on an atom, as ion, or the movement of ions occupies the tub **EL**. Besides, this atom ion carries a positive, or negative electric charge which is a result of having lost or gained one or more electrons. Electrolyte is a substance so that when dissolved in Sulphuric Acid becomes a fused ionic conductor. Thus, this Sulphuric Acid occupies the tub labeled **SA**.

[0045] Now, both floor surfaces **49-50** define an acute angle so that the Electrolyte, and the Acid can drain smoothly via the drain holes **59-60** in two six cell feeders **F6** and **X**. The six cell feeders **F6**, and **X** have six inner seals **X2-X7**, **S2-S7** to prevent the Electrolyte, and the Acid from thus, draining via each battery **B1-B2** before being defined as a fused ionic conductor. As the Electrolyte and Acid become a fused ionic conductor when the Electrolyte is dissolved accordingly, the six seals **X2-X7**, **S2-S7** will collapse and the ionic conductor will penetrate each seal. Where upon penetration, the cells **N2-N7**, **U2-U7** via the batteries **B1-B2** are restored, since six extended and cylindrical shaped portions beneath the feeders **F6** and **X** are shaped to conform to the contours of each cell. This generates the voltage via each battery **B1-B2** to a fully charged voltage status of the above modification.

[0046] The batteries **B1**, and **B2** each of which is defined by having a longer life. The batteries **B1** and **B2** requires less attention and care, as they can be completely discharged and left uncharged for an indefinite time period. Nevertheless, when the internal resistance via the batteries **B1-B2** each of which is defined by having very little resistance, and their life expectancie are near, the **LED O** will emit light upon a dashboard (**FIG. 7F**). The cartridges **98-99** each of which can

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extend by cutouts 3B-3C of the chargers H1-H2. The lower end portions of the cartridges 98-99 will fit two cutouts 5C-6C, thus, in two battery charging housings H1-H2 (FIG. 1).

[0047] As shown in FIG. 12H, a step-by-step flow-chart thus is provided.

[0048] Step 1, the first and second power switches 7a to 8a are activated simultaneously, by a user depressing a surface which is fixed upon the two switches 7a-8a (FIG. 12), and on the dashboard as shown in FIG. 7F.

[0049] Step 2, the first and second activating chargers H1-H2 are activated, and perform the activation of one another.

[0050] Step 3, the chargers H1 to H2 supply AC current to a separate load about the 100mV current-limit threshold, while activating one another, and turning on the motor M, when its polarized plug Z is connected to the first converter V1.

[0051] Step 4, the vehicle is started via the motor M being turned on, as its belt pulley is connected to the alternator belt, when the other end of the alternator belt is connected to the pulley of the alternator XX (FIG. 7H).

[0052] Step 5, the alternator XX is connected to the first, and second batteries B1-B2 to keep the batteries charged, so that these chargers H1-H2 can charge one another, supply the current to the motor M, and start the vehicle.

[0053] Step 6, the motor M activates the alternator XX such that it is defined by a frequency of 60 cycles per second.

[0054] Step 7, the 60 cps/60 Hz generated by the alternator XX activate the batteries B1-B2.

[0055] Step 8, the batteries B1-B2 activate the chargers H1 and H2.

[0056] Step 9, the chargers H1-H2 activate one another such that in Step 10, the motor M is turned on until a legal user deactivates the first, and second switches 7a-8a.

[0057] The first and second switches 7a-8a can be activated simultaneously, and in the same manner set forth in our U.S. Patent No.: US 6,614,920. Date of Patent: 09/02/2003. The switches 7a-8a will be remotely activated, as shown in FIGS. 7F, 8F via bona fide fingerprints about a mid door location.

[0058] While the above description contains many specifies, of which should not be construed as limitations on the scope of the invention, variations and modifications will be apparent to persons skilled in the art. E.g., the motor M is to include varietal speed switches having a system, whereby, to deliver a top speed of **150 mph** via a foot pedal **PP,** as shown in **FIG. 8F.** Nevertheless, all electrically operated musical instruments will be turned on, when plugged in either outlet via the converters **V1** to **V2,** and the switches **7a, 8a** each of which is activated. The present invention can be defined by cordless milling machines, drill presses, pastuerizers, outdoor lights, milk coolers, cream separators, vacuum cleaners including televisions, stereos, CD players, electric ranges, large grills, large rotisseries, power saws, lathes, washers defined by dryers, water pumps, hammer mills, refrigerators, and freezers. Now, smaller devices can be plugged in either converter **V1-V2** with respect to the cordless actuating unit. The actuating system can perform the activation of toasters, coffeemakers, food mixers, deep fryers, blenders, hand irons even air conditioners, roasters, heaters, hot water heaters, all manner of lamps, fans, stoves, and electric shavers.